



Assistant Director of Corporate Services & Monitoring Officer  
**Helen Miles**

County Hall, Newport, Isle of Wight PO30 1UD  
Telephone (01983) 821000

# Agenda

Name of meeting

**LICENSING COMMITTEE**

Date

**MONDAY, 28 JANUARY 2019**

Time

**4.00PM**

Venue

**COUNCIL CHAMBER, COUNTY HALL, NEWPORT, ISLE OF WIGHT**

Members of the Committee

Cllrs Charles Chapman (Chairman), Julia Baker-Smith, Michael Beston, Paul Fuller, John Howe

Cabinet Member for Community Safety and Public Protection Cllr Tig Outlaw (non voting)

Democratic Services Officer: Maisy Green, telephone 821000, email [maisy.green@iow.gov.uk](mailto:maisy.green@iow.gov.uk)

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**1. Declarations of Interest**

To invite Members to declare any interest they might have in the matters on the agenda.

**2. Minutes of this meeting**

To authorise the Chairman to sign as a true record a copy of the Minutes when they have been produced.

**3. Public Question Time – Maximum of 15 minutes**

Questions are restricted to matters not on the Agenda. Questions may be asked without notice but to guarantee a full reply at the meeting such questions must be delivered in writing, or by electronic mail, to Democratic Services no later than 4.00 pm on Thursday, 24 January 2019. Each question must give the name and address of the questioner.



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Young people are welcome to attend Council meetings however parents/carers should be aware that the public gallery is not a supervised area.

**4. Report of the Director of Neighbourhoods**

(a) Determination of the table of fares in respect of Hackney Carriages (Paper A)

**5. Members' Question Time**

A question must be submitted in writing or by electronic mail to Democratic Services no later than 4.00 pm on Friday, 25 January 2019.

HELEN MILES  
Assistant Director of Corporate Services & Monitoring Officer  
17 January 2019

## Interests

If there is a matter on this agenda which may relate to an interest you or your partner or spouse has or one you have disclosed in your register of interests, you must declare your interest before the matter is discussed or when your interest becomes apparent. If the matter relates to an interest in your register of pecuniary interests then you must take no part in its consideration and you must leave the room for that item. Should you wish to participate as a member of the public to express your views where public speaking is allowed under the Council's normal procedures, then you will need to seek a dispensation to do so. Dispensations are considered by the Monitoring Officer following the submission of a written request. Dispensations may take up to 2 weeks to be granted.

Members are reminded that it is a requirement of the Code of Conduct that they should also keep their written Register of Interests up to date. Any changes to the interests recorded on that form should be made as soon as reasonably practicable, and within 28 days of the change. A change would be necessary if, for example, your employment changes, you move house or acquire any new property or land.

If you require more guidance on the Code of Conduct or are unsure whether you need to record an interest on the written register you should take advice from the Monitoring Officer - Helen Miles on (01983) 821000, email [helen.miles@iow.gov.uk](mailto:helen.miles@iow.gov.uk), or Deputy Monitoring Officer - Justin Thorne on (01983) 821000, email [justin.thorne@iow.gov.uk](mailto:justin.thorne@iow.gov.uk).

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If you wish to record, film or photograph the council meeting or if you believe that being filmed or recorded would pose a risk to the safety of you or others then please speak with the democratic services officer prior to that start of the meeting. Their contact details are on the agenda papers.

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<http://www.iwight.com/documentlibrary/view/recording-of-proceedings-guidance-note>

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Purpose: For Decision

## Committee report

Committee

**LICENSING COMMITTEE**

Date

**28 JANUARY 2019**

Title

**DETERMINATION OF THE TABLE OF FARES IN RESPECT OF HACKNEY CARRIAGES**

Report of

**DIRECTOR OF NEIGHBOURHOODS**

### EXECUTIVE SUMMARY

1. This paper recommends increasing the taxi fares following a consultation with the taxi trade, the calculation process and to ensure that the fares are regularly updated to make sure they remain financially viable for taxi companies to operate.

### BACKGROUND

2. Individuals who wish to use a vehicle for hire and reward require licensing by the local authority under Part II of the Local Government (Miscellaneous Provisions) Act 1976 (the Act). Licensed vehicles are also regulated under the Town Police Clauses Act 1847.
3. A vehicle referred to as a Hackney carriage under this legislation is required to have a taximeter which dictates the maximum fare a proprietor may charge for each journey.
4. Under section 65 of the act, a local authority may fix the rates or fares and all other charges in connection with the hire of a vehicle or with the arrangements for the hire of a vehicle in respect of Hackney carriages. This is referred to as a “table of fares” and this tariff is to be displayed in each Hackney carriage.
5. The Licensing Committee previously resolved to only receive a report, if following an annual review by officers they believe the table of fares should be amended.
6. The Isle of Wight Council’s current table of fares detailing the maximum fare a Hackney carriage proprietor may charge has been attached as Appendix 1.
7. The table of fares is split into four tariffs. The use of varying tariffs for different times of days and the type of journey is common practice throughout the country. Extra charges are also commonly permitted for luggage, carrying animals and tolls/parking charges etc.
8. The fare increases at the beginning of each 440 yards (quarter mile).

9. There is no standard method for calculating fares. Each local authority determines how the fares should be calculated or determined and the method chosen should be fair and appropriate. Members have previously determined to use the following calculation formula:

*The average cost of running a vehicle per mile previously supplied by the AA, multiplied by Average taxi mileage, plus average salary for relevant role provided by Office for National Statistics, plus Hackney carriage licence fee, plus additional cost for insurance and maintenance divided by average paid miles = COST PER MILE*

10. Neither the AA or RAC now publish the average cost of running a vehicle, therefore officers this year have added the RPI index inflation figure to each aspect of last year's calculations
11. A review has recently been carried out using the calculation process to determine whether an increase in the fares is necessary. The calculations do indicate that the costs of running a taxi have increased and an increase to the table of fares could be justified.
12. The spreadsheet detailing this year's calculations has been attached as Appendix 2.
13. The following information will provide the committee with a comparison of the current fares on the Island against other areas in the country. The journey costs and comparisons provided below are based on tariff 1 which can be charged between 8am and 10pm. The data was obtained from the October 2018 edition of Private Hire and Taxi Monthly, a recognised national publication for the taxi trade.
  - a) Flag drop  
Flag drop refers to the initial charge at the start of the journey and would be the minimum charge of a taxi fare. The current table of fares has a flag drop on tariff 1 (initial charge on meter) of £3.00 which covers the first half mile of any journey.
  - b) Two-mile journey  
A two-mile journey using the current tariff 1 fare charged on the Isle of Wight is £5.70. This places the Island fare as the 213 out of 362 local authority areas.
  - c) Highest and lowest two-mile journey  
The most expensive is London Heathrow Airport at £10.60 and the cheapest being South Kesteven at £3.50.
14. For some journey types the difference between geographical areas is significant and the reasons are not clear. The cost of living including the average wage would have an influence on the sustainability of the fares in each area.

## STRATEGIC CONTEXT

15. Taxis provide an integral part of the transport network on the Island and therefore form part of and contribute to the island's economy. Taxis offer a more personal and bespoke public transport service to residents, businesses and visitors. This allows people to access parts of the Island and businesses where other timetabled transport

providers are unable to do so they simply provide a door to door service at any time of the day.

16. By its legislative powers, the council is able to control the fares taxi proprietors can charge, and this will ensure that the trade can operate viable businesses and that the public can get value for money.
17. The review of the Hackney carriage table of fares fits in with the council's priority of 'delivering economic growth and prosperity'.

### CONSULTATION

18. There has been no public consultation prior to this report. Should the committee determine that there is justification to amend the table of fares; the revised table will need to be advertised as stated by the act. This is detailed in the legal section of this report. Any objection will need to be considered by the committee before the final table of fares is set.
19. Although it is not required at this stage, contact has been made with all 117 Hackney carriage proprietors by way of a letter.
20. Seven written responses were received which have been attached as Appendix 3.
21. Two want to see the times for tariff 2 altered. One suggested amending the times when tariff 2 applied and the other suggested it should include Sundays. The remaining respondents all suggested that the flag drop and the mileage rate should increase for tariff 1 only.
22. The second representation suggested that the times when tariffs 2 and 3 apply should be amended to make it more appealing for drivers to work. It has been suggested that there is a shortage of drivers operating during the hours of 6pm and 10pm and as a consequence there is unmet demand. Similar justifications were given to support the suggestion to include Sundays in tariff 2.
23. Officers have reviewed complaints over the past few years and there appear to be no complaints from the public relating to a lack of available taxis during these times as has been suggested.
24. Although in previous years, officers have been reluctant to amend these times, following further consideration, officers do believe that the starting time for tariff 2 could be amended to start at 20:00 hours.
25. Many businesses implement enhanced payments for staff working evening and night shifts, this amendment would be very similar to these.
26. Officers do not see a reason to include Sundays as a part of tariff 2, officers believe that Sunday working incentives are no longer offered in the private sector.
27. Five people asked for an increase to the fares for the following reasons:
  - (a) Only one increase in ten years.
  - (b) Unable to recruit drivers.
  - (c) Small profit margins.

(d) Increase in the cost of running a vehicle

28. There were fare increases in March 2010 and 2013.

29. The fares are calculated using the national average wage for taxi and cab drivers and chauffeurs and based on a taxi doing 20,000 paid miles a year.

30. The fares during the day time hours return a smaller profit than those undertaken at night. Demand for the service at whatever time of day will dictate how many trips and therefore how much profit is made.

31. Having said this, there does have to be a minimum fare which makes operating viable. The current costs of running a car demonstrates that the fares associated with tariff 1 may be nearing that point. An increase may therefore be prudent to ensure taxi operators have financial stability to operate during day time hours.

32. There has been no request to increase the other tariffs.

#### FINANCIAL / BUDGET IMPLICATIONS

33. Council expenditure on taxi related matters is balanced from income generated from fees. The fees are set by the council and represent the full costs of administering and the enforcement of matters relating to taxi licensing.

34. Should the committee decide to modify the table of fares, there will be a cost for the notice to appear in the local newspaper which will be up to £400 and will be met from the existing budget.

35. If the committee determined to amend the table of fares, all the taximeters currently in use in licensed vehicles will need to be adjusted and re-sealed to reflect the amended maximum fares. There are currently 204 Hackney carriages on the Island, all of which will need to go through the process mentioned above. It is estimated that it will take 15 minutes per vehicle, which totals 50 hours of officer time.

36. There will be a need to hire a suitable location for this to be undertaken. This will be met from the existing budget. It may be possible to find a suitable council owned location which could be used free of charge.

37. If the table of fares is amended there will be a charge made to update every meter, the cost of this will be governed by the contractor responsible for updating the meters who has advised it will be approximately £25 per meter. This cost would be covered by the operator of the vehicle.

#### CARBON EMISSIONS

38. There are no implications in this report for the council's Carbon Management Plan

#### LEGAL IMPLICATIONS

39. The legislation relevant to licensing vehicles for hire and reward is Part II of the Local Government (Miscellaneous Provisions) Act 1976 ("The Act") and The Town Police Clauses Act 1847.

40. Section 65 of the act allows the council to fix the rates or fares within the district for time, distance and all other charges in connection with the arrangements for the hire of a Hackney carriage.
41. If a council proposes to amend its table of fares, a notice to that effect must be published in the local newspaper, circulated in the area, setting out the proposed table of fares or the variation thereof and specify the period and in a manner in which people can object. This period shall be a minimum of 14 calendar days. A copy of the notice is to be available at the council offices for public inspection for no less than 14 calendar days.
42. If no objections are received or the objections submitted are withdrawn, the proposed variations come into effect on the date stated in the notice or the day the objections are withdrawn, whichever is later.
43. The local authority must consider any objections received during the consultation period. It must also publish a revised implementation date while these comments are being considered. The revised date must be within two months of the original implementation date. It is advised that the matter is brought back for a committee decision if valid objections remain outstanding at the end of the first published date.
44. There is no right of appeal against the level at which the council determines the table of fares. However, any decision taken by the Licensing Committee should be based upon proper reasoning as it may be liable to legal challenge by way of judicial review.

#### EQUALITY AND DIVERSITY

45. The council, as a public body, is required to meet its statutory obligations under the Equality Act 2010 to have due regard to eliminate unlawful discrimination, promote equal opportunities between people from different groups and to foster good relations between people who share a protected characteristic and people who do not share it. The protected characteristics are: age, disability, gender reassignment, marriage and civil partnership, pregnancy and maternity, race, religion or belief, sex and sexual orientation.
46. The Equality Impact Assessment has been completed, no adverse impacts were identified to the protected characteristics.

#### OPTIONS

47. Option 1: To make no changes to the existing table of fares.
48. Option 2: To amend the existing table of fares as recommended in section 55 of this report and to publish a formal notice of the proposed amendments for a period of 14 days in the County Press as required by the legislation.

#### RISK MANAGEMENT

49. With regard to Option 1: Should the committee decide not to make any amendments to the existing table of fares, there is no right of appeal against this decision, although the decision may be challenged by way of judicial review.

50. It should be noted that the fares set by the council are maximum fares, drivers can charge a lower amount if they wish.
51. With regard to Option 2: Should the committee determine a proposed increase to the maximum fare Hackney carriage proprietors may charge, there is a risk of a detrimental impact on the number of customers using taxis and therefore a subsequent financial impact on taxi proprietors through lack of custom. Any proposed changes will require a public consultation for a minimum period of 14 days. Any representation received during this period must be considered by this committee and a table of fares will need to be adopted. There is no right of appeal against this decision, although the decision may be challenged by way of judicial review.
52. Both options: There is a risk that someone could challenge the decision-making process by way of judicial review. Officers feel that the correct process is being adhered to and to date no decision taken by the council in relation to the table of fares has been challenged.

## EVALUATION

53. The calculations at Appendix 2 consider all reasonable costs incurred by a taxi proprietor. The basis of the calculation has been modelled on the RAC calculations used last year to estimate the costs of running a car. The values used for servicing and wage costs have been included and increased in line with Retail Price Index increase for September 2018.
54. Although it has been normal practice to only increase the table of fares when the estimated costs of running a taxi exceeds the charge per mile for tariff 1 in the current table of fares. Officers believe that trends are indicating that costs of running a car are continuing to increase and it would be sensible to increase costs before a loss is being made.
55. Based on the comments received from the proprietors, the calculations and that there has not been an increase in the table of fares for five years, officers suggest the following changes and amendments to the table of fares:
  - (a) Increase the Flag drop for tariff 1 to £3.50
  - (b) Increase the cost per mile of tariff 1 to £1.90
  - (c) Alter the start time for tariff 2 to 20:00 hours.

## RECOMMENDATION

56. Option 2:  
To amend the existing table of fares as recommended in section 55 of this report and to publish a formal notice of the proposed amendments for a period of 14 days in the County Press as required by the legislation.

APPENDICES ATTACHED

- Appendix 1 Current Hackney Carriage Table of Fares.
- Appendix 2 Fare calculations 2018.
- Appendix 3 Consultation Responses.

Contact Point: Kevin Winchcombe, Licensing and Business Support Team  
Manager ☎ 823159 e-mail [Kevin.winchcombe@iow.gov.uk](mailto:Kevin.winchcombe@iow.gov.uk)

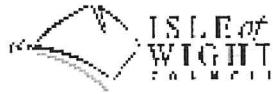
Colin Rowland  
*Director of Neighbourhoods*

COUNCILLOR Tig Outlaw  
*Cabinet Member for Community Safety and Public Protection*



# APPENDIX 1

<b>Hackney Carriage Maximum Table of Fares</b>							
	<b>Tariff 1</b> 08:00 – 22:00 hrs (Except bank & public holidays)	<b>Tariff 2</b> 06:00 – 08:00 hrs and 22:00 – 00:00 hrs and Bank & Public Holidays	<b>Tariff 3</b> 00:00–06:00 hrs and Christmas Day, Boxing Day and Easter Sunday	<b>Tariff 4</b> 00:00 – 06:00 hrs and Christmas Day, Boxing Day and Easter Sunday <i>&gt; 4 Passengers only</i>			
<b>Up to ½ mile</b>	<b>£3.00</b>	<b>£4.50</b>	<b>£6.00</b>	<b>£7.50</b>			
<b>Each Subsequent ¼ mile</b>	<b>45p</b>	<b>60p</b>	<b>80p</b>	<b>£1.00</b>			
<b>Waiting Time for each 1 minute period</b>	<b>40p</b>	<b>40p</b>	<b>80p</b>	<b>80p</b>			
<b>For more than 4 passengers or specific request for a large vehicle to move excessive luggage, sports equipment, bicycles etc.</b>	<b>Use Tariff 2</b>	<b>Use Tariff 3</b>	<b>Use Tariff 4</b>				
<b>Extra Charges</b>							
<b>Drivers are advised to inform passengers of these extra charges before they are included in the fare.</b>							
<b>Luggage charge</b>	Charge to be made for each individual piece of luggage handled by the driver.			<b>20p</b>			
<b>Soiling of vehicle</b>	Drivers are able to recover cleaning costs from any passenger who soils the vehicle whilst it is being hired to them.			<b>Up to £70</b>			
<b>Tolls fees</b>	Only toll fees which are charged to all users of a facility can be reclaimed e.g. chain ferry, toll roads. Drivers can not reclaim fees/costs incurred by private agreements to use facilities.			<b>Actual cost</b>			
<b>Animals</b>	All registered assistance animals are exempt from this charge.			<b>50p per animal</b>			
<b>Credit Card Surcharge</b>	To only be charged when payment is to be made by a debit or credit card.			<b>Up to 10% of the total fare</b>			
<b>Non-Motorised Vehicles do not need to comply with these fares. There are no restrictions on the fares these types of vehicles can charge.</b>							
<b>The above fares are the maximum that can be charged. Only the above extra charges can be charged.</b>							





## Hackney Carriage Fares Calculator 2018

Average Running Costs Per Vehicle		A *Average Wage	£18,443.70
1 *Annual Salary		B **Costs of Running Petrol Car (per mile)	£0.39
2 Annual Running Costs (D X G)		C **Costs of Running Diesel Car (per mile)	£0.35
3 Total Running Costs (1 + 2 + E + F)		D & C includes Road Tax, Insurance, Cost of Capital, Depreciation, Breakdown Cover, Fuel, Tyres, Service Labour Costs, Replacement Parts, Parking and tolls.	
4 Cost per mile (3 / ( G - H))		E £31,336.00	£1.57
<b>Fares</b>		(Petrol at 122p & diesel at 127p per litre ) Vehicles valued up to £20,000 new & complete 30,000 miles a year.	
Using the average running costs above the following price should be charged for 440 yards (1/4 of a mile)		D ***Average Combined Running Costs (B + C) / 2	£0.37
5 440 yards	£ 0.3917	E ****Additional - Insurance & Repairs Additional amount for hire and reward	£1,600.00
Tariff 1 Tariff	£ 3.00	F Cost of Hackney Carriage Licence	£270.00
Tariff 2 Tariff + 50%	£ 4.50	G *****Annual Average Mileage (Taken from annual mileage readings)	30,000
Tariff 3 Tariff + 100%	£ 6.00	H Dead Mileage	10,000
Tariff 4 Tariff + 150%	£ 7.50		
Last Updated:	31/10/2018		

\* £18336 which was the average provided by Office of National Statistics for 2017 with 3.5% inflation added.  
\*\* Costs taken from RAC web site - running costs of a car July 2015 (no data for 2016 & 2017). An additional amount has been added at E to allow for any potential increase in costs.  
\*\*\* The current fuel costs were slightly lower at the time of calculation.  
\*\*\*\* Average cost of running a diesel and petrol car.  
\*\*\*\*\* An additional amount to compensate for extra cost incurred for specific taxi insurance and servicing costs.  
RAC figure (£840) is for average domestic insurance valued up to £27,000. An additional £600 has been added so, in total £1440 has been allocated for insurance costs.  
RAC figure (£775) is for average domestic breakdown cover, repairs & servicing valued up to £27,000. An additional £1000 has been added so, in total £1775 has been allocated for servicing and repair costs.  
\*\*\*\*\* Average mileage of a taxi calculated from millimeter reading taken on renewal. Average circa of 30,000.



# APPENDIX 3

## **Response 1**

After consideration I believe it is high time for a fare increase?

1. It is currently cheaper to hire a taxi than a bus for a local journey with only two passengers.
2. For longer journeys the fares are still cheaper with four passengers.
3. Taxi's provide a door to door service unlike the bus.
4. Six years without an increase is far too long with cost of repairs, new vehicles, fuel and living go up.

I would suggest a £4.00 drop for three quarter of a mile, and 50pence thereafter for a quarter of a mile.

## **Response 2**

I believe the existing taxi fares are ok as they are except for tariff 1 - particularly for short journeys. I suggest that the initial fare for tariff 1 should be increased to £4.50 with an increase to 55p per subsequent quarter mile. Living expenses are increasing and the cost of diesel has risen significantly since 2016. Moreover, cars are increasingly complex and this is reflected in the cost of servicing, parts, maintenance and repairs.

I also believe that Sundays should be on a higher tariff. Clients often complain that it is difficult to get a taxi on a Sunday and an increase in Sunday tariffs would tend to improve this.

Thank you for your consideration!

## **Response 3**

As fuel prices, insurance costs and other charges related to licences etc for taxis have soared over recent months, I feel there is a definite need for a review of the fares.

Daytime rates are a particular issue as there is less profit margin, particularly in view of the fact that there are often many miles covered without fares (to return to the rank etc).

Rates 2 and 3 allow for a profit, but for rate 1 this is now very slim. I would like to see some adjustment in fares please!

## **Response 4**

With reference to the Table of Fares for 2019/2020 I believe that the tariff should increase. I run a small firm of two taxis in Ventnor and costs are increasing rapidly, fuel is by far my largest overhead and it has increased by over 20% in the last year, this along with an increase in all my other overheads which include driver commission, telephones, insurance and vehicle replacement. Also I have found that trying to recruit drivers has been very difficult due to the pay levels that we can afford to offer and continues to be a problem.

My proposal would be to increase (for rate 1) the moving off fee to £3.50 and increase the quarter mileage cost to 50 pence. I believe that the current tariffs for rate 2 and 3 are sufficient. The Isle of Wight is currently sitting at number 206 out of 367 local authorities (the Isle of Man sits at 92) so there is plenty of leeway to increase.

## **Response 5**

further to your email requesting input ahead of a fare revision meeting we would like to make a brief but succinct reply.

Yes we do need a fare increase after what is effectively 6 years of zero increase, we all know the cost of living has increased and will continue to do so. This fare revision will have to see the trade through the next one to two years at least, which takes us to 2020. We

suggest an increase from the current level to a £5.00 flag fall over an increased distance and a mileage rate increase to £2.00 a mile. We hope you will look favourably on our suggestion.

**Response 6**

As I have said every year the rate 2 needs to be implemented earlier after the so-called rush hour at 1900hrs.

I used to start my night shift at around 6p.m but now I don't start until 19.30-20.00 this is due to lack of customers and as it is day rate 1 not worth working those hours I don't see a need to increase the fares themselves, just move the time even if it was to 21.00 it would be better than 22.00, but ideally 19.00.

**Response 7**

Thank you for your email of 10 October 2018. I would like to suggest that the fares remain the same given the ongoing austere financial climate. I feel any rise at this particular time could be counterproductive to driver/owner's earnings as well as putting further financial burden on our regular taxi users.